

CLASSIFIED MESSAGE

DATE 090043Z DEC 1964

SECRET

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TO

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ACTION:

INFO :

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ROUTINE

TOR: 090236Z DEC 1964

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IN-61658

TO

INFO

CITE

1. FSW NR. 620 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

2.

FROM 25X1A

AREA SERVICE.

3. ARTICLE 127 COMPLETED FLIGHT NR. 93 ON 7 DEC. (NITE AAR) MAX ALT 72M, MAX MN 2.79. DURATION 1:55. PRE-TAKEOFF TRIM TARGET 745 BOTH SIDES AT PLUS OR MINUS 38 F OAT. OBS L/H 666 & R/H 770C. L/H TRIMMED TO 740 C EGT & R/H DOWNTRIMMED TO 742 C EGT.

4. ENGINE 256 AND 243 WERE REMOVED FROM ARTICLE 122 ON 12/8/64. ENGINE 243 R.H. WAS REMOVED FOR INSPECTION OF THE SECOND STAGE COMPRESSOR DISK. ENGINE 256 WAS A CONVENIENCE REMOVAL FOR A FLOW METER CHANGE AND IT WILL BE REINSTALLED IN 122 R.H. POSITION. ENGINE 226 WILL BE INSTALLED ON THE LEFT SIDE IF IT CHECKS OUT ON THE TEST CELL.

5. ARTICLE 132 COMPLETED FLT. NO. 24 ON 8 DECEMBER. DURATION 1:40, MAX. MN. 2.81, MAX ALT 76M, TOGW 117K, PURPOSE: TNG. FLT. NO. 4. BOTH ENGINES TRIMMED TO 745 DEGREE C PRIOR TAKE-OFF DURING FLIGHT

SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

USAF
review(s)
completed.

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S E C R E T

PAGE TWO

ON ACCELERATION AT APPROX. 40 DEGREE CIT LH EGT DROPPED TO 730 DEGREE AND RH TO 750 DEGREES, BOTH ENGINES UPTRIMMED. HAD INLET ROUGHNESS AT 2.6MN MOVED AFT BYPASS TOWARD CLOSE AND CLEARED. ISOLATED TO LH SIDE. LH CIP .5 BELOW RH. ON DECELERATION TO MIN. AB AT 2.7MN, OPENED FWD. BY-PASS AND SHOCK POPPED, (BELIEVE LH), REMAINED ROUGH APPROX. TWO SEC., CLOSED AFT BY-PASS AND CLEARED. AB APPARENTLY DID NOT BLOWOUT. AT MIL. ON DESCENT, SHOCK POPPED TWO MORE TIMES BUT CLEARED IMMEDIATELY, THIS WAS WITH FWD. BY-PASS OPEN AND JUST BEFORE CLOSING AFT BY-PASS. ON DECELERATION AT MIL. AND 2.6 MN, EGT'S NOTED GOING UP TO 835 DEGREES C AND REQUIRED A LOT OF DOWN-TRIM ON BOTH SIDES. ESTIMATED AT 835 DEGREES FOR APPROX. 30 SEC. LH OIL PRESSURE WAS APPROX. 36 PSI AT HIGH MN, BUT WAS NORMAL DURING SUBSONIC OPERATION.

6. REMOVED LH (247) AND RH (245) FROM ARTICLE 121 ON 12/7/64. FOR INSPECTION OF SECOND STAGE COMPRESSOR DISCS. REPLACEMENT ENGINES ARE TO BE (216) LH AND (219) RH.

7. ARTICLE 124 COMPLETED FLT. NO. 274 ON 7 DEC. PURPOSE: PILOT TNG. DURATION: 1:50, MAX MN .92, MAX ALT 31M. NO ENGINE PROBLEMS.

8. ARTICLE 124 COMPLETED FLT. NO. 275 ON 8 DEC. PURPOSE: PILOT TNG. DURATION: 1:50, MAX MN .80, MAX ALT 19M. NO ENGINE PROBLEMS.

END OF MESSAGE

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